

For ...
DEMOCRACY
and
FREEDOM

The Indiana Teamster

"Serving the Indiana Teamster Movement"

INDIANA

FEB 26 1945

Against ...
HITLERISM
and
SLAVERY

Vol. IV

Indianapolis, Indiana, February, 1945

No. 6

Senate Passes Workmen's Compensation Raise

AFL GIVES PLAN TO AVERT CRASH

MIAMI — Warning of the "alarming possibility" of a serious postwar depression, the AFL Executive Council called upon America to back a comprehensive 8-point program to assure economic security after the fighting ends.

The text of the program explained:

"America has been dangerously remiss in its obligations to the people with regard to the adoption of a clear-cut and effective postwar program. We have heard a great deal of talk about postwar problems but we have taken far too little action.

"The American Federation of Labor is deeply concerned by the real and alarming possibility of a serious postwar depression. We believe in first things first. We realize that our main and immediate job is to win the war first. But we also recognize the danger of losing the peace if we, as a nation, become too preoccupied with immediate duties to plan ahead for the future.

"The Executive Council,
(Continued on page 4)

WLB Okays Raise For Hammond Group, E. Chicago, Kokomo

HAMMOND.—Approval of the Chicago area Master Oil Drivers' agreement was received on February 5 from the War Labor Board, covering ten drivers employed by Petroleum Haulers, Inc., of this city, according to a report made to Teamsters' Union 362 by Harry D. Cole, business representative.

This is the union's first agreement with this company, which just recently established a new terminal in Hammond.

The agreement is retroactive to January 15, 1945.

Petroleum Haulers, Inc., is a subsidiary of Refiners Transport and Terminal Corp.

Reports at the monthly meeting of the Indiana State Drivers' Council showed that Teamsters' Union 520 in East Chicago, of which Steven Toth is secretary-treasurer, has received approval of an increase for city cartage men. J. K. Katz, head of Richmond Teamsters' Local 691 has obtained approval of increase for Kroger Grocery employees.

New cases sent to the WLB include: One by Pat Hess, Local 414, Fort Wayne, in behalf of city cartage and lumber drivers; O. B. Chambers, 759, Kokomo, in behalf of drivers for city cartage and the coal companies, additional to the General Tire and Rubber Co. contract, reported elsewhere in this paper.

WLB GETS TAXI CASE

EVANSVILLE.—Drivers of the Yellow Taxicab Company, members of Teamsters Local 11, are awaiting a directive from the War Labor Board relative to a working agreement with Mrs. Theodore Kinder, owner of the company. Drivers had asked an 11-cent increase an hour and were offered two, which they declined.

TEAMSTERS LEGISLATIVE COMMITTEE



Five members of the Legislative Committee of the Indiana State Drivers' Council, representing 35,000 union Teamsters, discuss pending legislation, at a meeting in the Claypool Hotel, Indianapolis, February 15. Shown, left to right, are Pat Hess, Fort Wayne, chairman of the committee; D. E. Mahoney, Muncie; Steven Toth, East Chicago; Clyde Birdsong, Evansville, and Russell T. Houze, Indianapolis. Members of the committee not present are O. B. Chambers, Kokomo; Walter E. Biggs, South Bend, and E. J. Williams, Indianapolis.

Lafayette Teamster-Soldier Gets Morgan's Scab Rations

Here's a dirty trick for fate to play on an Indiana Teamster now in service!

The Teamster is Glen H. Rabanus, of Local 543, Lafayette, and he tells about it in a letter to S. W. Helton, secretary-treasurer.

The dirty trick—Brother Rabanus had to eat some of Ivan Morgan's canned food! And after vowing for so long, as a good union member, never to touch a drop of anything coming from the Morgan Packing Co.

(Ivan Morgan, political boss of all Southern Indiana, is Labor's No. 1 Enemy. He has been convicted 18 times of selling impure food, has been forced to destroy thousands of cans of putrid food by state health officials and recently was fined by Federal Judge Baltzell on his plea of guilty to sending rotten food to soldiers.)

Brother Rabanus knows all about Ivan the Terrible. That's why the part of his letter referring to the Morgan food is so ironical.

Here's the letter in full:

Hello Si:

Si, this is kind of a delayed letter, but it seems that I have been delayed or derailed a few times since last seeing you.

I am stationed in England at the present time. In other words, I'm at the side show just outside of the big tent and I think the gates are opening up for the main show in the next few days.

I was in town Sunday on a pass, and I mean the people here realize that there is a war going on someplace, as everything you might think of is rationed. There are no

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LOCAL DRIVERS WIN NATIONAL PRAISE IN RUSSIAN RELIEF

NEW YORK — Reporting on the activities in America for Russian War Relief, in which the Indianapolis Teamsters had such a big part last May, Edward C. Carter, president of the agency, declared that organized labor over the country had contributed more than \$700,000 in cash to the cause during 1944.

This was in addition to all the work performed by union teamsters in collecting bundles from the cities' sidewalks, he said.

The report, made to the board of directors in New York, Feb. 5, said that the AF of L Labor League for Human Rights and CIO Allied War Relief Committee gave the money through the

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4 TEAMSTERS KILLED



MARVIN BAGGETT

Sad news has come during the month to officials of four local Teamster Unions in Indiana concerning the death in action of a member in each of their locals.

The local unions are No. 135, Indianapolis; 73, Clinton; 759, Peru, and 144, Terre Haute, and the men killed were, respectively, Marvin Baggett, Owen Hutson, Robert A. Esslinger and Ralph P. Decker.

Pvt. Marvin Baggett was a driver for the Dennis Trucking Co., Inc., Indianapolis, according to Joe Williams of Local 135, previous to his induction by the Army April 5, 1944.

He went overseas Sept. 28 as an infantryman and two months later

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"LABOR BEACON" ACCLAIMS TOTH AS WAR WORKER

Steven Toth, head of the East Chicago Teamsters, is given a big spread in *The Labor Beacon*, official AF of L spokesman for all Northern Indiana and one of the best known labor newspapers in the state.

The Beacon, of Jan. 26, reports Toth's election to the presidency of the Indiana State Drivers' Council, under a four-column head on page one, saying:

"Steven Toth, business representative and secretary-treasurer of East Chicago General Drivers' Local 520 for the past 15 years, was elected president of the Indiana State Drivers' Council in Indianapolis Friday at the Claypool Hotel.

"Because of poor health, Pat Hess, retiring president, of Fort Wayne, did not run.

"My No. 1 pledge is all-out assistance in the war effort," said Toth. "Transportation plays a big part on the home front, and we pledge our utmost."

Holds Several Posts

"Because of his energy and ability, Toth holds several war and labor posts in addition to his new responsibility.

"Toth is secretary of Lake County Draft Board No. 5, member of ration board 45-2, East Chicago; representative on the Community Chest and Infantile Paralysis committees, reading clerk and legislative committee president of the Lake County Central Labor Union."

Kokomo Teamsters Execute Contract With General Tire

KOKOMO—Vacation pay, a wage increase and seniority rights are defined in a contract which the General Tire and Rubber Co. has signed with the Chauffeurs' and Teamsters' Union No. 759 (AFL), Kokomo.

Announcement of the consummation of the agreement was made Friday by O. S. Chambers, business agent and secretary of the Kokomo local, which has jurisdiction over Wabash, Peru, Logansport, Kokomo and Rochester.

Mr. Chambers said the final draft

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LABOR BILL GOES TO LOWER HOUSE

The Indiana State Senate has passed an amended Workmen's Compensation Bill, liberalizing benefits for injured workmen or their dependents, and the Legislative Committee of the Indiana State Drivers' Council (pictured here) believes that it has a good chance of becoming a law without further change.

The bill would increase the maximum amount of benefits which an injured workman or his family could receive from the present \$5,500 to \$7,500. It increases the maximum weekly benefits from \$18.70 to \$20, and the number of weeks from 300 to 350 for the dependents of deceased claimants. Also it extends medical and hospitalization services from the present 90 days to 120 days, and requires that the employe or his representative receive a copy of the medical examiner's reports.

Requested by Labor

An administrative measure, the bill was introduced by Senator Clyde R. Black (R.), of Logansport, at the request of the State Federation of Labor. It was amended in committee, and on second reading and, as changed, passed third reading on February 16, by vote of 41 to 1. Then it was sent to the Lower House.

Shortly after passage of the bill the Indiana State Drivers' Council held its regular monthly meeting in the Claypool Hotel, Indianapolis, and congratulated the Council's Legislative Committee on its activities in be-

(Continued on page 3)

South Bend Drivers Make Record Haul; Biggs on War Chest

SOUTH BEND—Union Teamsters, working under the direction of Walter E. Biggs, president of Local No. 364, aided by many patriotic citizens, collected 344 tons of waste paper Sunday, Jan. 28, in the biggest single day's collection of salvage here since the beginning of the war.

The Teamsters, manning 50 trucks, drove through the streets of this city, Mishawaka and Roseland, stopping at the curbs for bundles left by citizens in front of their homes. The bundles were gathered up and dumped on the trucks by helpers, which included Boy Scouts, and members of practically all veteran and service organizations in the three communities.

Trucks then were driven to the freight yards where the paper was placed in boxcars.

The haul in South Bend alone for the day was 317 tons.

President Biggs recently was elected a director of the United War Chest of South Bend, to serve two years, as representative of the AF of L.

The Indiana Teamster



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The Anti-Wallace Parade

(The International Teamster will explain in its next issue how "Taft Leads Fight on Wallace," and part of that explanation is given herewith.—Ed.)

American monopoly calls but once in the United States when it is in distress. And it doesn't need to call loudly either to bring Senator Robert Alphonso Taft of Ohio to its rescue.

It just stands in the shadows and murmurs—"After you, Alphonso." And out bounces Alphonso at the head of a procession of portly trained seals.

Taft almost won monopoly its greatest victory in the Senate last month in its attempt to defeat Henry Wallace for secretary of commerce.

Taft would have won had it not been for a handful of courageous Republican Senators who refused to follow his reactionary isolationist leadership.

As it was, he lost by only one vote. The Senate divided evenly—42 to 42—on a parliamentary maneuver by Taft that would have killed Wallace's appointment if he had had one more vote.

The fight over the confirmation of Wallace was fundamentally a fight to see who gets the war plants in which the government has invested more than six billion dollars.

Wallace believes these plants should be sold to independent business men, like Henry Kaiser and Andrew J. Higgins, who will operate them after the war and thereby make more jobs.

Taft believes they should be sold to big monopolies at a fraction of their value so that the monopolies can junk the plants and keep out competition. That would provide less jobs.

So the fight over Wallace boils down to whether we shall have more jobs after the war or less jobs. And whether the big monopolies shall have competition.

During the campaign last fall the Republicans said they wanted to provide more jobs. But in the Senate last month they voted overwhelmingly for less jobs.

Most of the Republicans voted with Taft and most of the Democrats voted with Wallace.

Except for a few Republican Senators who could not be tempted or intimidated, Taft and the monopolies would have won.

One of those Senators was Harold H. Burton, also of Ohio. Burton was one of the first Republicans to challenge the isolationist leadership of his party and to demand that the Republicans recognize modern conditions and assume responsibility for preventing World War III through international cooperation.

But Taft is still looking for souvenirs in the ashes of the War of 1812.

Taft and his fellow isolationists and reactionaries were so enraged at Burton that they are threatening to heave him out of the party. They lost Minnesota in the election last fall trying to push Senator Joseph H. Ball around the same way.

Ball stood with Burton in the Senate last month. Ball was absent because of illness when the vote came up, but he announced that if present he would vote against Taft.

Former Gov. Leverett Saltonstall of Massachusetts, a likely candidate for the Republican presidential nomination in 1948, was another who voted against Taft. He was elected to the Senate last fall with labor support.

Senator Wayne Morse of Oregon, another newcomer to the Senate and another Republican who had labor backing, also defied the reactionaries.

So did Vermont's two veteran Republican Senators, Warren R. Austin and George D. Aiken, and the Iowa veteran, Senator George A. Wilson.

Following Taft in the parade of the trained seals were 27 Republican Senators, including the notorious Curley Brooks, stooge of the *Chicago Tribune*, and Hiram Johnson of California, the surviving member of the Senate gang that killed the League of Nations after the last war.

With them were a group of 15 southern Senators headed by Pappy O'Daniel of Texas.

Four other Democrats reported themselves "necessarily absent," but declined to indicate how they would have voted.

Both of Indiana's Senators, Willis and Capehart, tagged along with Taft.

God Bless the Republicans

Our respect for bigshot Republicans in Indiana took a sudden leap on February 14 when we read in Maurice Early's column in the Indianapolis Star that they are considering throwing out Ivan C. Morgan as chairman of the Ninth District, and replacing him by Ruel Steele of Bedford, secretary to Governor Gates.

Morgan is the Scott County canning factory millionaire who has had to give the go sign before such politicians as Earl Wilson could get the nomination for Congress or A. V. Burch of Evansville could even think of running for State Auditor. Morgan has been convicted 18 times of selling putrid food and has escaped other prosecutions by threatening to have politically-appointed Board of Health inspectors fired in event they reported his rotten tomatoes. Morgan is Labor's No. 1 Enemy in Indiana, the baron of such a formidable feudal system in Scott County that he wouldn't even let the WPA come in to relieve starving unemployed people in the 1930's. His action in barring the federal relief agency is said to have been based upon the theory that the poorer the Scott County people were the cheaper labor they would perform in his canning factory when needed.

But what has turned the Republican machine against Morgan is that he has promised some of its big-shot members nominations which he didn't produce. And the machine men won't stand for being double-crossed too many times.

Early says:

"Reorganization of the top positions in the Republican state organization yesterday is seen as the first step in building a state committee that will be 100 per cent in step with the Gates administration.

"Patronage power of the administration can create and discipline such an organization. One of the hottest battles that may come as a result of such reorganization moves is predicted in the Ninth District, where Ivan C. Morgan of Austin has been district chairman for years. He has been somewhat of a free lance on the state committee.

"If this contest develops at the reorganization of the district committees next year, there is speculation that the administration forces will back Ruel Steele of Bedford to succeed Morgan. Steele is former Lawrence County clerk and is now secretary to Governor Gates."

In the reorganization to which Mr. Early referred the state committee got rid of Mrs. Eleanor Baker Snodgrass of Nashville, who had been Morgan's state vice-chairman for seven years, and replaced her with Mrs. Mabel Sites Frazer of Delphi, who is not committed to jump through Morgan's hoop.

Asher Publishes Again

Court Asher whose infamous X-Ray was barred from the mails as seditious at about the time his friend Dudley Pelley was jailed, is continuing to publish the pamphlet in Muncie, according to the *United Automobile Worker*, Indiana Edition, of Feb. 15.

He is distributing the pamphlet, but how the labor newspaper does not say.

Asher has been the subject of FBI investigation since April, 1942, when exposed by *The Indiana Teamster* as a "parasitic, nondescript bum," whose writings, "give aid and comfort to Adolph Hitler and some of his ardent worshippers in this country."

AFL Blasts Work-Fight Bill

By LEWIS G. HINES

National Legislative Representative
of AF of L.
(Continued)

If the Congress of the United States finally enacts the work-or-fight bill America will have taken a long step down the path that leads to complete totalitarianism.

Already two million of the seven million members of the American Federation of Labor as well as many million more of our kinsfolk, brothers and sisters, sons and daughters, are serving along the far-flung battle line throughout the world. Certainly it goes without saying that we are wholeheartedly behind the aims and purposes that will make for victory at the soonest possible moment.

While agreeing with these aims and purposes, we do not agree with a Work-or-Fight Bill, simply because we feel that the methods proposed by this legislation would retard rather than aid the war effort.

The position of the American Federation of Labor, based on over half a century of experience, is that coercive and compulsory legislation cannot accomplish what a voluntary effort by free labor can.

The sponsors of the work-or-fight bill are made up almost wholly of representatives of the Army and Navy and Selective Service, while the opponents of this legislation comprise a solid front of organized labor, employers and agriculture. Everyone agrees that there is no over-all manpower shortage in our war industries throughout the na-

tion, but rather that present and anticipated increased manpower needs are confined strictly to a few industries and are local in character.

BILL TO INSURE JOBS

A bill that will probably attract more attention than any other measure which will appear at this session of Congress—outside of those dealing with the war and the peace that will follow—was presented to the Senate last week.

Designed to provide "full employment" in the postwar period, the legislation is sponsored by Senator James E. Murray (D., Mont.), Senator Robert F. Wagner (D., N. Y.), Senator Elbert D. Thomas (D., Utah), and Senator Joseph C. O'Mahoney (D., Wyo.).

The bill declares as a national policy that every man and woman willing to work is entitled to a job at decent wages.

Private enterprise is to be stimulated, to enable it to maintain full employment. If it fails, the government is to step in and create jobs through public construction and in other ways.

115 NBC RADIO STATIONS CARRYING AFL PROGRAM

WASHINGTON, D. C. — More than 115 radio stations from coast to coast are now carrying the AFL's "America United" radio program regularly each week, the National Broadcasting Co. reported to the Federation.

ON THE BANKS OF THE WABASH WITH LOCAL 417

By CHARLES MILLER

Glad to say that Maurice Bell has reported for work at the Tip Top Creamery after being discharged from the Army.

Road work for our jurisdiction looks very promising for the coming season.

The Tip Top Creamery sponsored their annual banquet for the employees last week and made their service awards. We understand that some of the employees are wearing 30-year lapel pins—fine record, fellows.

Very glad to hear that Brother Clyde Self, of Rogers Carriage Co., has received his deferment. After all he is a better driver than a soldier.

We have had one meeting with the Tip Top Creamery in regard to a new agreement—fellows, don't build your hopes too high.

We are discussing whether we should open our ice contracts or let them ride for another year.

Don't forget that Nelson's Bread and Pastries are still unfair.

Regular meetings are still being held the second Wednesday and the last Sunday of each month.

We wonder why Ernest Waldrop likes to stop at Newton, Ill., every time he passes through. It must be the community well, located in front of the Court House.

Very sorry to hear about the accident that Brother Charles Julian was involved in, also wish Brother Julian a speedy recovery.

Wish to report Brother Forest Hollingsworth, of Motor Freight, is improving very nicely at the hospital. Good luck, Forest!

Wish to advise over-the-road drivers that parking on both sides of Route No. 50, near Moran's Hotel, is being watched by the local police and also a few tickets have been handed out. Just a tip.

We are very sorry to hear that Brother George fell off the wagon again, after being talked to. This time it cost him his job. Too bad, George!

The next meeting of Joint Council No. 76 will be held in the conference room of the Grand Hotel in Vincennes.

Brother Harley Irwin, Jr., has been inducted into the Armed Forces. We are sure that Harley will make a good soldier for Uncle Sam.

We wish to advise all over-the-road drivers that they should purchase their 1945 over-the-road assessment cards.

LOCAL DRIVERS WIN NATIONAL PRAISE

(Continued from page 1)

National War Fund. Much of the money has been used to buy new clothing for millions of civilians in regions laid waste by the Nazis.

Incorporated in the report is the tremendous quantity of clothing collected from the sidewalks of Indianapolis by Teamsters of the five locals in Joint Council 69, headed by Russell T. Houze. Working all one Sunday and into the night the union members gathered up enough bundles to fill five railroad cars, valued by the insurance placed upon it at \$50,000. For this work the Teamsters received praise from Governor Henry Schrieker and Everett L. Gardner, director of the State Employment Security Division, and chairman of the local branch of Russian War Relief, Inc.

Senate Heeds Labor and Passes Compensation Bill

(Continued from page 1)

half of this and other legislation favoring labor.

Steven Toth, president of the council, pointed out that the committee, headed by Pat Hess, has worked in cooperation with the State Federation and other labor organizations in striving to achieve gains for labor, along the lines laid down at the state AFL convention in Fort Wayne in September. Others who applauded the committee's work included Carl Mullen, federation president.

Administered by Board

The Workmen's Compensation law is administered by the Industrial Board of Indiana, whose five members are appointed by the Governor. Although the board technically is under the jurisdiction of the State Division of Labor, it operates in effect as an independent agency.

Under this law employees are insured against occupational injuries or death in the course of their employment.

55% of Weekly Wage

The law was first enacted in August, 1915, and the amount of compensation was based upon 55 per cent of the established average weekly wage of industrial workers. This rate of computation has since been maintained through several amendments, notably in 1929 and 1943, although the average weekly wage has been declared increased at various times.

In 1943 the average wage was set at \$18.20 to \$34. The present act (Senate Bill 37) raises the wage to a range of \$20 to \$36.50.

As originally introduced, the bill increased maximum benefits to \$10,500 and medical services to 180 days, and contained several other more liberal clauses, which were pared off in the hearings.

The last report published by the Industrial Board shows that the number of Hoosiers injured while working, July 1, 1942, to June 30, 1943, was 32,360. Of these, 179 cases were fatal. Compensation payments for the period totaled \$3,337,381.45.

House Watches 728 New Bills

At the February meeting of the Drivers' Council, Pat Hess, chairman of the Council's Legislative Committee, explained that the work of watching and reporting to the committee all bills coming into the legislature has been performed by Russell T. Houze, head of Teamsters' Union 193, Indianapolis.

These bills totaled 728 to February 5, last day for their introduction, according to State Federation of Labor bulletins, and many of them directly affect labor.

It has been the work of the Teamsters' Legislative Committee to plug the good bills and oppose the bad ones.

For instance, House Bill 111, authorizing collective bargaining relating to state, city, town and township employees, including drivers in the State Highway Department. A State Federation of Labor bulletin says:

"H. B. 111 was introduced upon our request by Representative Krefl, and was sent to the House Labor Committee. The chairman of the House Labor Committee, J. Otto Lee, is a member of one of

our affiliated unions. In spite of all our efforts we have been unable to get the bill out of the committee."

On the other hand, the Teamsters do not approve of H. B. 160, which empowers the State Highway Commission to fix maximum weights of vehicles using state highways; fixes maximum height of vehicles at 12 feet six inches; maximum length for a combination of two vehicles at 45 feet and for three vehicles at 65 feet. This bill would place Indiana truckers in unfair competition with those of neighboring states not so restricted.

Among other bills in which the Legislative Committee is interested are the following:

Workmen's Compensation

H. B. 8 (Hunter-Heller)—Amends Occupational Disease Act; limits to \$30.00 minimum and \$50.00 maximum average weekly wages in computing compensation; raises total compensation payable from \$5,500 to \$13,750.

H. B. 11 (Dickinson-Beckell)—Establishes \$18.20 as minimum and \$34.00 as maximum weekly wage for computation of Workmen's Compensation in cases arising prior to April 1, 1945, and thereafter at \$23.00 to \$45.00. Sets \$5,500 as maximum benefits up to April 1, and \$13,750 thereafter.

H. B. 78 (Balder-Wright)—Amends Occupational Act to raise to 500 weeks period considered in computing death benefits. Emergency.

H. B. 79 (Dickinson-Korpal)—Amends Workmen's Compensation Act to raise period of consideration in computing death benefits from 300 to 500 weeks.

S. B. 6 (Gouss)—Increases from \$18.20 to \$23.00 minimum and from \$34.00 to \$45.00 maximum salaries to be used as basis for computing Workmen's Compensation benefits; increases from \$5,500 to \$10,000 maximum total benefits which may be received; effective April 1, 1945.

H. B. 269 (Hoover-Long)—Provides that state industrial board shall, in Workmen's Compensation cases in which the injury is found to be an aggravation of a previous injury, may determine degree of aggravation and grant compensation on that basis.

S. B. 37 (Black)—(See page 1.)

H. B. 364 (Krefl-Henley)—Amends Occupational Disease law to provide for payments to dependents for a maximum of 350 weeks at rate of 55 per cent of weekly wage of deceased worker; maximum weekly payment set at \$36.50; minimum, \$20. Emergency. Passed second reading; ordered engrossed.

H. B. 364 is companion bill to S. B. 37.

S. B. 39 (Crook-Fleming)—Increases from 300 to 500 weeks' time during which Workmen's Compensation is paid to heirs of a working man who dies from any other cause than the injury for which he is being compensated. Emergency.

S. B. 49 (Lietz-Aldridge)—Increases from 300 to 500 weeks' period to benefits under Occupational Disease Act for beneficiaries of persons who died from such disease.

Among Other Bills

H. B. 475 (Lee-Henley)—The main insurance bill of the session is a Republican policy committee measure, increasing maximum unemployment compensation benefits from the present \$18 for 18 weeks to \$20 for 20 weeks; eliminates penalty contribution rate for employers. Effective April 1, 1945.

H. B. 244 (Henley-Andrew)—This administration-supported retirement act passed the House 84 to 1. It provides for the retirement of public employees by appropriating \$1,400,000 to finance state share for first two years; approximately \$100,000 for organization and administration; giving present employees right to elect within six months whether they shall participate; making participation of other employees mandatory thereafter; empowering local governmental units to apply for participation; setting up percentage of contribution by employees and governmental units. Authorizes 5 per cent deduction from wages of employees.

Veterans

H. B. 15 (Meagher-Baldwin)—Members of armed forces guaranteed right to re-employment in same positions held at time of induction.

H. B. 17 (Machling-Walsh)—Gives members of armed forces preference to state and local government jobs and provides fines.

Labor Department

S. B. 203 (Courad-Van Ness)—Recreating the State Department of Labor and incorporating the State Industrial Board. Division of Labor would be headed by a commissioner named by Governor.

Muncie Truck Driver Rewarded



Photo courtesy Muncie Star.

Floyd Clements (right), member of Teamsters Local Union No. 369, Muncie, is shown receiving a safety badge from H. L. Oliver, president of the Delaware Trucking Co. of that city, by which Clements has been employed since 1911. The badge, which represents ten years driving for the company without an accident, was awarded Clements by a Chicago insurance company, according to D. E. Mahoney, head of Clement's union.

LAFAYETTE TEAMSTER WRITES FROM ENGLAND

(Continued from page 1)

cars on the streets at all, so, therefore, you don't feel lonesome walking.

Say, in fact, I'm beginning to realize something about this war as I'm out of cigarettes and tobacco both, but have a possible chance of getting some tomorrow.

I am living in what they call an apartment house here, but things are not as handy as they might seem.

There are six of us in one small room and the beds are very antique. In fact, they are of the home made affair with wire stretched for springs and straw for a mattress, but at that its better than the earth that the next stop calls for.

We are using something they call coal here, but it is a very hard proposition to keep warm with it.

Say, Si, I was on K. P. today and I moved some rations and the first box I took a hold of was a box of tomato juice labeled Morgan Canning Co. It is bad enough to think that you might be eating something that such a . . . would be putting out without really reading it and knowing that you have to or else go hungry, but Si, let's all hope that man can be shown the light!

I haven't heard from the wife or children since arriving here, but sure am looking forward to some mail at anytime now.

Si, I haven't had any butter or beer since leaving the U. S. and from what I have heard about it, I have just about made up my mind to wait until I get back to the good old States.

I have still got the same job of driving the kitchen truck so if anybody eats, I'm on the front line of that detail and probably will be on the front line of another detail in the very near future and that detail is where the game is played for keeps.

Well Si, tell all the boys "hello" and keep the fire going and here is hoping for one more boat ride and God only knows that will be my last one although I made the trip without getting sick, but I was one of the few.

So long for tonight and write when you can.

Always a Teamster,
GLEN.

Glen H. Rabanus 35900746
Btry. A. 364th F. A. Bn.
A. P. O. 76 Care Postmaster
New York, New York.

NEWS BULLETINS FROM LOCAL 543 LAFAYETTE

By S. W. HELTON

We have just received a hearing officer's recommendation for an increase for our Building Supply dispute case.

Brother Otis Sense has received a discharge from the Seabees and has taken employment with the Hayes Freight Lines here.

The Metcalf Construction Co. started breaking ground this week for the Bean Plant at Frankfort.

Remember our meeting dates:
Milk Plant—Lafayette—Third Tuesday.

Ice Company—Lafayette—Second Friday.

Produce Company—Goodland—Last Wednesday.

General Teamsters—Lafayette—Third Monday.

General Teamsters—Frankfort—Last Saturday.

KENTUCKY JAILS HOOSIER DRIVERS

The state of Kentucky, for many years a thorn in the side and a pain in the neck of interstate truckmen, as well as to the officials of other states who are trying to do their duty in making free passage for trucks bearing war materials, has now maliciously invented a new bottleneck. A recent Kentucky state law imposes a \$10 "border fee" on out-of-state trucks attempting to enter the state on legitimate business, mostly government business.

Chief objectors to the new fee are the trucking concerns of Indiana, which cannot haul south without running into a Kentucky "customs" collector. A number of Indiana drivers have been placed under arrest for trying to evade payment of the impost, in some cases because of lack of information about it.

SUPREME COURT TO ACT
WASHINGTON, D. C. — The Supreme Court has agreed to review the constitutionality of Alabama and Florida laws restricting the operations of labor unions.

HERE'S THE LATEST FROM TERRE HAUTE LOCAL NO. 144

By JACK REYNOLDS

Our general meetings are held on the second Wednesday of each month at 7:30 p. m. at the Teamsters' Temple.

Bob Spencer, recently of the U. S. Army, dropped in to see us the other day. He's just been discharged after a long siege of blood poisoning and is contemplating a return to his old job. We're glad you're back, Bob, and hope you'll recover quickly here in good old Indiana!

Lately we've had several calls concerning the DuPont plant at Newport. This job is out of our jurisdiction. It belongs to Local 73, so anyone desiring information should contact Mr. Elmer Nolan in Clinton.

Negotiations on the cab contract have begun, but so far we have nothing satisfactory to report. We'll tell you more next issue.

Talked with one of our "proud poppas" the other day. He wasn't handing out cigars anymore but we'll excuse that since his daughter is almost a month old! The congratulations go to Marion Thomas, a driver for the Ferguson Co. We also wish to report that Brother Robert "Pop-Pop" Ring has recently experienced the ordeal of becoming a father of bouncing twin boys. Your technique is improving, Bob!

Tom O. Dwyer, our steward at Kivits, is now back on the job after recuperating from third-degree burns. He says he rather enjoyed his "vacation" and hates to go back to work. We think he's lucky that he can go back to work and I bet he'll agree with us on that. Huh, Tom?

We're sorry to report the death of one of our members in Robinson, a driver for R. T. I. We'd like to extend our deepest sympathy to Mrs. Miles Walters and children.

And that's the latest from Local 144. We'll be back next month, so till then we say, "Keep 'em Rolling, Boys!" And we might add, "Keep 'em Fighting" by donating a pint to the blood bank which will be in Terre Haute the 22nd and 23rd of this month.

IN THE KNOW WITH KOKOMO

By O. B. CHAMBERS

Recent members going to service are Forrest Partlow, Virgil McCoy, and J. W. Nix.

National Cylinder contract is back from the War Labor Board with an increase granted.

General Tire contract has been signed covering these people and is now before the War Labor Board.

The 1945 Coal contracts are agreed upon and signed and they are before the War Labor Board.

John Burgan and wife of Simons Warehouse in Peru, Indiana, have a new baby boy.

Local 759 has begun organization work on the filling stations and we ask all members to start demanding the Union Shop Card when patronizing their gas station.

We have also opened negotiations with the City Freight Operators for a new cartage contract and are also opening up the Armour Creamery contract for negotiation on a new contract.

GATES PRAISES LABOR AT KERN DINNER

Twenty-five representatives of local unions in Indiana of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers attended the testimonial dinner Jan. 31 for Charles W. Kern, newly appointed Labor Commissioner of Indiana.

Principal speaker at the dinner, given in the Claypool Hotel by the Indiana State Federation of Labor, was Governor Ralph F. Gates.

Governor Gates told 50 labor representatives and other friends of Commissioner Kern:

"As I told you in Ft. Wayne that I would keep my promises: that a member of labor should have the post of commissioner of the division of labor; I shall expect to keep my promise in all labor appointments—if I can surround myself with appointees of the calibre of Charles H. Kern.

"Your legislative program of labor is being given every consideration. I want to congratulate all laboring people in the state of Indiana for their marvelous production record. Indiana is rated lowest in strikes of any state in the Union."

Teamsters Die for Victory, Others Join Fight

4 RECENT DEATHS REPORTED OF HOOSIER UNION MEMBERS

(Continued from page 1)

was wounded in France and received the Purple Heart. A month later, Dec. 26, he was killed in Luxembourg.

Private Baggett was 25, husband of Mrs. Anna Baggett, 2257 Reformers Ave., Indianapolis.

Survivors besides the widow are two children, Marvin Eugene Baggett, 3 years old, and Mary Helen Baggett, 23 months old; his parents, Mr. and Mrs. Marion Baggett, of Kirkmansville, Ky.; four brothers, Private First Class John Baggett of Fort Benning, Georgia, Corporal Robert Lee Baggett in Africa, James Baggett of Kirkmansville, Ky., who will be inducted in the Army Wednesday, and Denson Baggett, 125 McLean Place, and three sisters, Mrs. Vesta Belcher of Bowling Green, Ky., Mrs. Joe Wells of Evansville and Mrs. Pauline Baggett of Kirkmansville, Ky.

Owen Hutson

Private Owen Hutson, who had been a member of Local No. 73 for some time, driving for the Al-mone Dairy, according to Elmer Nolan, union secretary-treasurer, was killed while with U. S. Infantry forces in France, November 1, 1944.

Husband of Mrs. Marcella Rush Hutson, the 19-year-old Teamster had been in service since Jan. 12 of that year, and had been reported missing since Sept. 11.

Besides the widow, he is survived by a daughter, Sandra Lou, four months old; the mother, Mrs. Mildred Hutson, South 12th Street, Clinton, and two sisters, three brothers and three grandparents.

Robert Esslinger

Cpl. Robert A. Esslinger, 25, husband of Mrs. Erma (Plathow) Esslinger, Route 4, Peru, and the son of Mrs. Paul Esslinger, 169 West 7th Street, died December 30 in Germany as a result of injuries incurred in a vehicle accident, according to a telegram received Monday evening by the family from the War Department. Cpl. Esslinger was with the Ninth Army, having been transferred from the First Army.

In the telegram received from the War Department, no details were given but it was stated that a letter would follow. The last letter received by his wife was written Christmas day.

Cpl. Esslinger was with a service

battery and was in the 197th Field Artillery. He served for four years in the Navy before the war, and he entered the Army service March 14, 1942, receiving his training at Camp Claiborne, La., Fort Bragg, North Carolina and Camp Atterbury, Ind. He had been overseas a year, landing in England. Later he was sent to France, and pushed into Belgium with the First Army and after the German breakthrough he was assigned to the Ninth Army.

He was born in Danville, Ill., October 25, 1919, and he came to Peru with his parents about 12 years ago. The father is deceased.

He was graduated from Peru High School and on May 16, 1942, he was married to Miss Erma Plathow of Route 4. He was a member of the Peru Methodist church.

Surviving in addition to the wife and mother are three sisters, Miss Annabelle Esslinger, Peru; Mrs. Barbara Stanton, Peru, whose husband, Lyman Kay Stanton, is in the Pacific and Marietta Mills, also of Peru, whose husband, Lt. Myron Mills, is now home from Italy, and one brother, Sgt. William Esslinger, who is in India.

Mrs. Esslinger's brother, Cpl. Omer Plathow, had written of seeing Cpl. Esslinger in Germany, but in the last letter home he said their units had been separated and he would not be able to see him again. Another brother, Lieut. Richard Plathow of the air corps, is a prisoner in Germany.

According to O. B. Chambers, secretary-treasurer of Local 759, of which Cpl. Esslinger was a member, he worked for the Simon Wholesale Grocery House in Peru previous to his induction in the armed services. His father, also a union Teamster, was business agent for Local 364 of South Bend covering the territory of Peru and Wabash, until his death in an accident in 1941.

Ralph P. Decker

A statement by Jack Reynolds, recording secretary of Teamsters Local 144, Terre Haute, says:

We are sorry to announce that Ralph P. Decker has been killed in action in Luxembourg. Brother Decker drove for Ray Miller Trucking Co. before entering the service. It is with sincere regret that we heard of his death, and we'd like to extend our sympathy to his bereaved family and friends.

Missing in Action

Pfc. Charles R. Golenor has been reported missing in action in Germany since January 21, according to a telegram from the War Department received by his parents, Mr. and Mrs. C. A. Golenor, of 506 East Charles St., Muncie.

He entered the Army December 9, 1943, and received his basic training at Camp Phillips, Kansas. Later he was stationed at Camp McCain, Miss. He had been overseas since July and was stationed in England and France before going into Germany.

Pfc. Golenor attended Central High School and before his induction, he was employed at the Delaware Trucking Co. He was a member of the Teamsters Local No. 369 since 1937.



Muncie Evening Press Photo.

CHARLES GOLENOT

GI JOB GETTER

INDIANAPOLIS — Responsibility for fitting Indiana's thousands of returning veterans into civilian jobs will belong to Ben H. Kerr of Gary, who has assumed the post here of State Director of Veterans' Employment.

A veteran himself, Mr. Kerr has been active in the American Legion since its inception and always has taken a keen interest in veterans' affairs.

Offices have been opened in Room 602, Railroad Building. A field staff and office staff will be recruited at once.

Local 135 Men in Service



RICHARD F. CRICKMORE



CPL. JESS W. BELUE

Former members of Chauffeurs, Teamsters, Warehousemen & Helpers Union, Local No. 135, Indianapolis, who are now in the armed services and who have requested recently to have *The Indiana Teamster* sent to them include the following:

Cpl. Jess W. Belue, 34161803, who is in the Medical Corps in India and whose address is: Hdq. Squadron, 54 Air Service Group, APO 433, New York, N. Y. Cpl. Belue is a brother of Mrs. Emmet J. Williams, wife of the secretary-treasurer of Local 135. He has been overseas 14 months. Before enlisting he was a driver for the Ellis Trucking Co.

Richard Farr Crickmore, RDM S 1/c, 981-99-74, whose address is: Brks. 173, Treasure Island, Cal. Before entering the service Crickmore transferred from Local 135 to Local 233 of the Teamsters Union, headed by his father, Ernest Crickmore.

William Wilson, who is an electrician on a destroyer in the Pacific, and whose address is: U.S.S. McDermont, D. D. 677, care P. O. San Francisco, Cal.

Elsworth Young, former shop steward at the Foster Freight

Lines, who enlisted Dec. 28, 1942, and is now a machinists mate 2/c. He has been through the African and Sicilian campaigns, serving much of his time at Palermo, and is now at home in Indianapolis awaiting reassignment.

Cpl. George Powell, A.S.N., 3513-3582, who is in the Army on the western front, and whose address is: Service G, 271 Infantry Regiment, APO 417, New York, N. Y.

Pvt. Walter R. Thomas, 15103188, who is with the Signal Corps in New Guinea, and whose address is: Sig 997 Service, B.N., Det. F, APO 332, San Francisco, Cal.

Albert J. Stoll, M.M. 3/c, whose address is: N.C.B. 302 Co. D Pf 4, care FPO, San Francisco, Cal.

Robert LaFever, Pfc., A.N.S. 35360227, who is with the 195th Engineers Dump Truck Co. in Europe and whose address is: care, Postmaster, APO 218, New York, N. Y.

Kokomo Teamsters Sign Tire Co.

(Continued from page 1)

of the contract was signed here Jan. 22, and covers truck drivers, dockmen, warehousemen, truck helpers, and employees of the shipping and receiving departments as well as any others coming under the jurisdiction of the union, totaling in all about 96 persons.

The contract runs until March 27, 1946, and contains the customary 30-day notice clause for renegotiation, Chambers explained.

Minimum Is Set

Features of the contract are that the regular work day shall consist of eight hours and the regular work week of 40 hours, and any work in addition to those limitations shall be at a pay rate of time and a half; that employees who have two years continuous service with the company shall receive one week's vacation with pay, figured at the rate of two per cent of the annual remuneration for the preceding year, but in no case shall be less than \$20 for male employees or \$15 for female workers. It is figured at the rate of four per cent of the annual wage for employees who have been in continuous service for five years or more, who are entitled to two weeks' vacation with pay.

One of the high points of the contract, Mr. Chambers added, is a five-cent per hour increase "across

the board" for the Chauffeurs' and Teamsters' union members. Both the company and the labor union have joined in petitioning the WLB for approval of this increase.

Chambers said this would permit a beginning pay of 60 cents an hour, which would be jumped to 80 cents after the 12th payroll.

Other provisions include the protection of seniority rights, establishment of grievance procedure, permit leaves of absence and grant company recognition to the union as the sole bargaining agent for the group, according to the outcome of the NLRB election of last April 11.

AFL HAS PROGRAM TO AVERT COLLAPSE

(Continued from page 1)

therefore, has formulated a postwar program which it here-with submits for the consideration of Congress, industry, agriculture and the American people as a whole.

The program provided:

1—Definite steps to enlist cooperation by government, labor, industry and agriculture on basic policies and principles.

2—Maximum peacetime production and full employment in private industry as major postwar goals.

3—Recognition of unions and full acceptance by industry of free, collective bargaining with trade unions to promote industrial peace and stability.

4—An effective reconversion program to help small business, provide safe disposal of surplus goods and to modernize the nation's social security system, especially with regard to unemployment compensation.

5—Encouragement by Congress

Hammond Unveils Memorial Plaque To Union Drivers

HAMMOND. — Nearly 300 members of General Drivers' Union Local 362 attended the dedication of a plaque to the four members of the local who have died in their country's service. The dedication took place in the Hammond Labor Temple, January 25. The plaque contained the names of 190 members of Local 362 who are in the armed services.

Rev. Mongovan, of All Saints' Church, gave the invocation and pleaded for a greater heed to spiritual values, to the appreciation of ideas rather than material things.

An impressive ceremony of posting the flag by the color guard of Victory Post, of Hammond American Legion, preceded Rev. Mongovan's remarks. Following the invocation, Tom Doolin sang "The Star-Spangled Banner," and Mayor Bertram Smith made a brief talk.

The actual dedication of the plaque to the memory of Kenneth Creek, Floyd Clavior, Roy Nelson and Secodine Truffa was made by Raymond C. Dixie, Americanism officer of Hammond Victory Post. He dedicated the plaque.

"The lives of these four men," he said, "served America . . . died believing in their hearts that you would serve America in time of peace and preserve the ideals for which they died."

The program was in charge of Harry Cole, William Sullivan, Harold Bowman, Terry Carroll and Marion Eherenhardt, and president over by President Roscoe Colby.

Bert Stevens directed the posting of the colors.

Photo taken at the ceremony will be printed in our next issue.

NEWS AND COMMENTS FROM LOCAL NO. 369

By D. E. MAHONEY

The War Labor Board has approved our agreement with the Ball Stores, Inc. This agreement went into effect on Feb. 7, 1945, and will be in effect for a period of two years, with another increase at the end of the first year.

The War Labor Board has approved the agreement with the Portland Forge and Foundry Co. with back pay retroactive to July 31, 1944.

Drivers at the Central Wine & Beverage Co. have requested that their agreement extend for another year without any change, as they are quite satisfied with their agreement as it now stands.

Brother Fred Walker paid a visit to Willis Thomas of the Marion office. Brother Walker has been in the Army for 18 months and was to be shipped overseas when he returned from this furlough. THE BEST OF LUCK, FRED!

Brother Edwin Moss was home on a 14-day furlough. Brother Moss formerly worked for the Kain Motor Service out of Marion.

The next regular meeting of Local No. 369 will be held Sunday, March 11, 1945, at 10 a. m. at the Labor Temple in Anderson.

of a broad public works program by local, county, state and federal agencies.

6—Authorization by Congress of a comprehensive housing program.

7—Immediate adjustment of hourly wage rates to provide wage earners with sufficient income and purchasing power to match the nation's productive capacity.

8—Prompt lifting of government controls over business, labor and agriculture as soon as such action can be taken with due regard for economic safety.

EAST CHICAGO LOCAL 520 SIDELIGHTS

By STEVEN TOTH

Mr. Toth will have no column this month because he has been under the weather, and just about physically able to remain on the job—or jobs—including that on the Legislative Committee of the State Drivers' Council. You'll be sure to bring us up to date next month though, won't you, Mr. Toth?—Ed.

BIRDSONG HEADS EVANSVILLE LABOR

EVANSVILLE—Clyde Birdsong, Chauffeurs and Teamsters Local No. 215, has been named president of the Evansville Building and Construction Trades Council for the seventh consecutive term, the organization announced recently.